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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

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WWW.1937and1938Buicks.com

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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XVIII • NUMBER 6 • JULY/AUGUST 2000



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Dear Members: This is the 6th and last issue of our 1999-2000 publishing year. Our 2000-2001 publishing year begins September 1, 2000. **That means it's now renewal time!** Please check the label on the mailing envelope this *Torque Tube* (TT) came in. If it reads **Expires Sept. 2000**, it's now time to renew! The rates are \$34 US, \$35 Canada and \$40 everybody else. Please use the addressed envelope enclosed with your *Torque Tube* for your payment. You may renew for more than one year if you wish. Please make your check out to the **'37-'38 Buick Club**, not the *Torque Tube*. Thank you.

With your renewal check, let me know if you have bought or sold any cars, changed your address or phone number or area code. All this information goes into the Club data base and gets printed out in the Club Roster. So if you want members to have correct information on you, let me know any changes. Thanks.

Paul DeLucchi (#1246) in San Francisco writes: "One of the pleasures of a car club is the people you meet. I just got off the phone with Bill Patterson in Newfoundland. What a capital fellow, with a delightful accent too."

"The call was sparked by an article in the April 96 TT, showing his Motorola Signal-Seeking Radio. I have the same radio, and it turns out the same problem with the push-buttons missing. He'll be mailing me some info which may help, and also recommending a plating shop."

A documentary TV program on the life of baseball legend Joe DiMaggio showed that he owned a black, plain fendered 1938 Buick sedan with white-wall tires. This scene was filmed in front of DiMaggio's restaurant on San Francisco's Fisherman's Wharf. The restaurant is still there today!

The middle photo shows Joe opening the trunk and removing a box of live crabs. The box is shown on a wooden shelf, correct for a non-sidemounted car. Factory sidemounted cars did not have this shelf.

The last photo shows Joe carrying the box of crabs into the restaurant. If you're ever in San Fran-



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



cisco, try DiMaggio's restaurant. The specialty is seafood and it's good.

My daughter Monique and her boyfriend Joel stopped by for a visit. It was Sunday morning and I was out polishing my Buicks as we were hosting a family gathering that afternoon and I wanted the cars to shine when the guests arrived.

In the middle of my polishing Joel comes over and seems to be interested in my old cars. So I go into my '38 Buick story. About half-

way through he suddenly says: "Mr. Logan, I would like to ask for the hand of your daughter in marriage!" Oh!, I said, then recovered enough to say: "Welcome to our family." Then a week later, on the one year anniversary of their dating, he took her down to the beach. Then,



kneeling on one knee, he proposed. She said yes. They are planning to be married next year. So I'll be gaining a son, not losing a daughter!

Dave Tacheny (#997) in Minnesota has 17 Buick parts cars. Sometimes he finds interesting items in them. For example, this Car

Packing Slip for a 1937 4-Door Trunk Back Sedan Model 41 with sidemounts (6 wheel equipment). It had Paint No. 512 (Hampton Grey Metallic, a dark grey) with No. 301 Trim (Taupe Mohair Fabric). It had a special steering wheel (banjo with horn ring) and no heater. The motor number was 43394142 and the body number was 64906. It was sold in Minneapolis, MN on August 3, 1937 and completed on August 8,

CAR PACKING SLIP—84-00000		BUICK MOTOR DIVISION		P. O. BOX 196253	
SALES ORDER	DATE	MOBILE NO.	ACT. NO.	FIN. NO.	
MPLS. 8-3-37	336	43394142	43394142	64906	
ZONE 336					
MODEL	PRICE	COLORED TO	TRIM	FINISH	
37-41	512-301				
WHEEL	WHEEL	SPECIAL EQUIPMENT			
SIX	GREY	SPEC. WHEEL NO HEATER			
TAG RED LAKE FALLS					
SOLD BY					
SOLD TO					
SOLD AT					
SOLD FOR					

==TORQUE TUBE==

You can now find your '37-'38 Buick Club on the World Wide Web:
<http://www.classicar.com/clubs/buick/buick.htm>

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

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1937. It was one of the last 1937's made. Does any member own this car? If so, let me know and I'll send you the original packing slip.

Dave also found these interesting matchbook covers. The first one is for the Everglades Restaurant, 4250 W. Broad St. in Columbus, Ohio. Phone: Broadway 4-9500. It says it's Air Conditioned, so this may mean it's not from the 1930's?

The second two covers (inside and out) are for the Broadmoor in Colorado Springs, CO. The owner must have been affluent as this was and still is an expensive place! The inside cover mentions there is a Will Rogers Shrine. Actor and Humorist Will Rogers died in a plane crash in Alaska in 1935, so it would be after that.

Paul DeLucchi (#1246) reports he saw on the e-Bay Internet auction a pair of '37 rear fenders, with lights, rough but OK, starting at \$20. Also tie rod ends in their original boxes.

Paul also found a company while surfing the Internet that does cloisonne work. The '37 Buick 8 grille badge, horn button and Buick coat-of-arms badge (right) all use cloisonne and may need restoring. Paul says their work looks good, in the pictures anyway. The company is called:

Emblemagic

PO Box 420

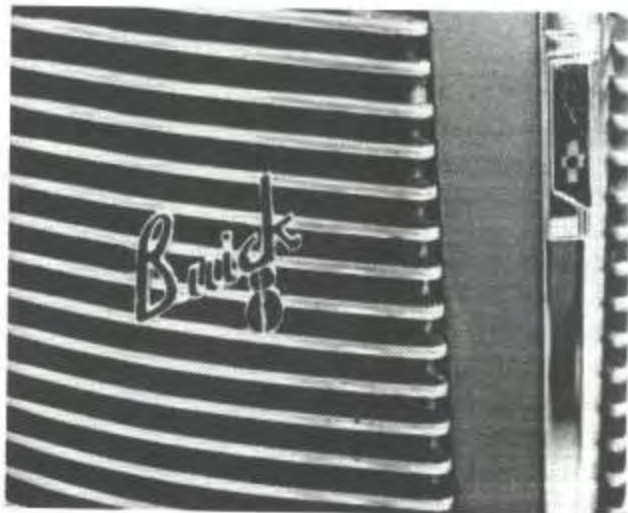
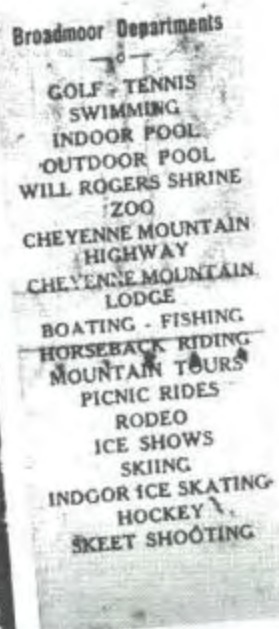
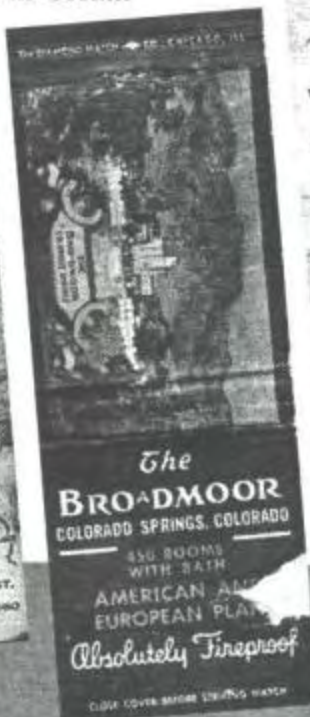
Grand River OH, 44045

Phone: (440) 209-0792

Website: www.emblemagic.com

Bob Graves (#1136) reports that Richard Gumm did an excellent job restoring the steering wheel of his Buick. He charged \$150 and completed the job in 3 months. He has not yet installed the wheel on his car.

Gumm's steering wheel restorations have received mixed reviews. His price is dramatically more appealing when compared to others and his work appears excellent, although some have complained that they break if exposed to cold weather. Others say Gumm has perfected his plastic formula to eliminate these problems. **Von Hardesty** (#964) recently decided to take a chance and bought one of Gumm's wheels. Von, let us know how you like it. Thanks.



Richard Gumm
PO Box 555
Reno, Ohio 45778
Phone: (740) 374-8169

Regarding our advertising policy. Any member can send me (e-mail is best) a parts for sale, cars for sale, parts wanted or car wanted ad and I will run it free for you in the next issue of the **Torque Tube**.

This period photo shows a 1937 Roadmaster Convertible Sedan

Model 80C. The photo was taken at a motel in Palm Springs, CA. Note the car has black-walls and is painted biege or tan with black or dark wheels, not the way it left the factory. So this photo might have been taken in the late '40s or '50s after the car had a paint job. Thanks to **Paul DeLucchi** (#1246) for sharing this photo.

Here is **Marv and Phyllis Rhynard's** (#327) 1938 Century Sedan in front of the Minnesota state capitol in St. Paul.

And this is **Tom McGree's** (#1490) 1938 Special 2-door sedan in front of the Montana state capitol in Helena. Now you have just painlessly learned the names of two state capitols! Just in case you should ever be a contestant on the "Who Wants to be a Millionaire" TV quiz program.

This 1936 Buick (top of page 5) Limited Model



at \$12.25 (called an Electric Watch by Buick) in '37 or '38, Buick supplied a blanking plate to cover the

hole in the glove box door. This blanking plate (see page 5) was for a '37 Buick. It is rarely seen today as most customers ordered the clock.

The photo, at the bottom of page 5, was taken during the 37/38 Eastern Meet in Minnesota last June. That's me

in the middle with my wife Margo and **Karl Anderson** (#47).

90X belongs to Neville Smith in New Zealand. It was featured in a story and as the cover car in the July, 2000 issue of the Buick Bugle magazine.

Neville lives in Napier, a town with many art deco style buildings. He was also a good friend of one of our members Robert Pruckmuller (#804) who died in 1998. The last time Robert drove his beloved '38 Sedan (with great difficulty) was to visit Neville and see how he was comming along with the restoration of his '36 Limited.

If a customer decided not to order the accessory clock

Then we visited Karl and Dorothy Anderson at their home near Winchester, VA after the Buick National Meet in Richmond, Virginia in July. The photo, at the top of page 6, shows Karl and with his well-equipped shop in the background.

Karl bought and restored his Samarra Beige '37 convertible coupe many years ago. It formerly belonged to Senator Theodore Green of the state of Rhode Island.

One of our members beautifully restored his '37 convertible coupe. He told me his car received 397 out of 400 points at the Buick Nationals last year. When asked what he lost points for, he said he did not have the

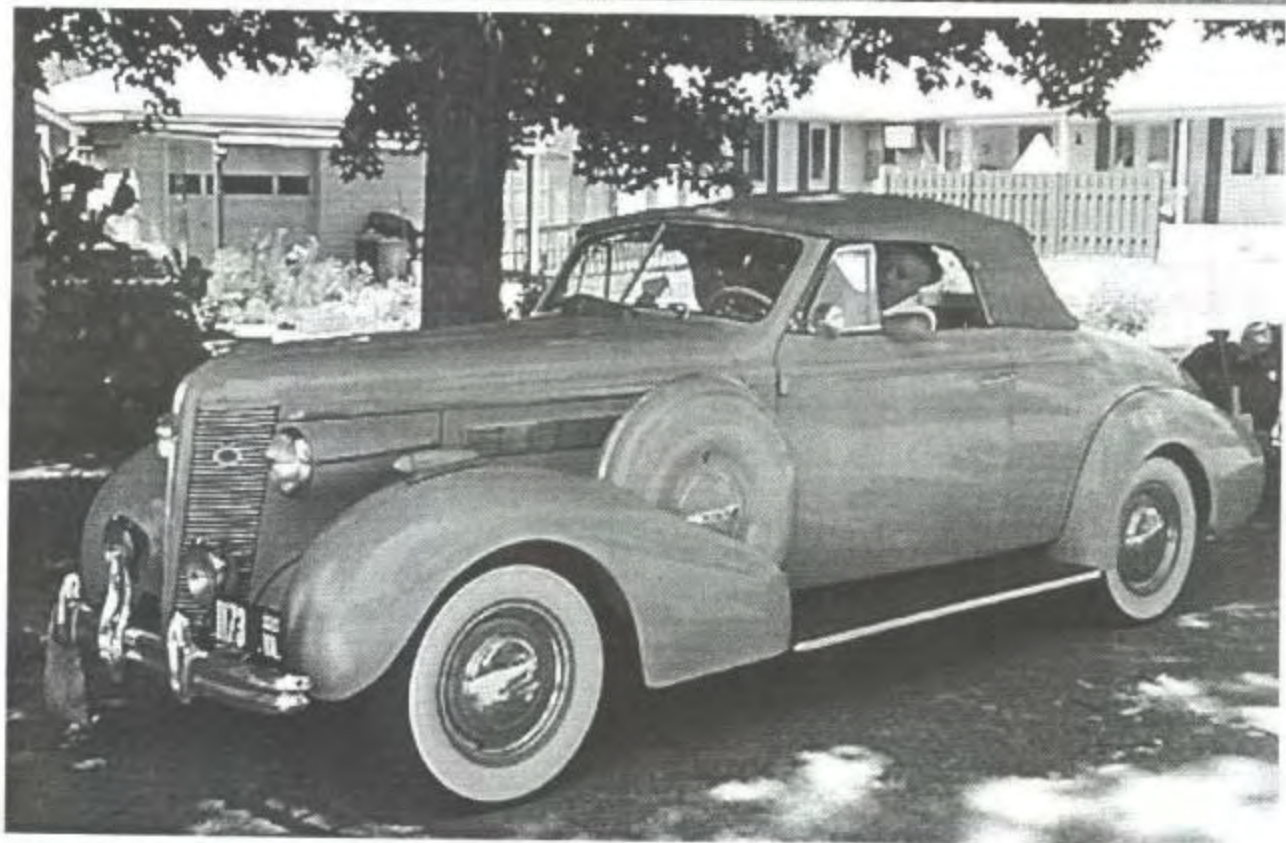


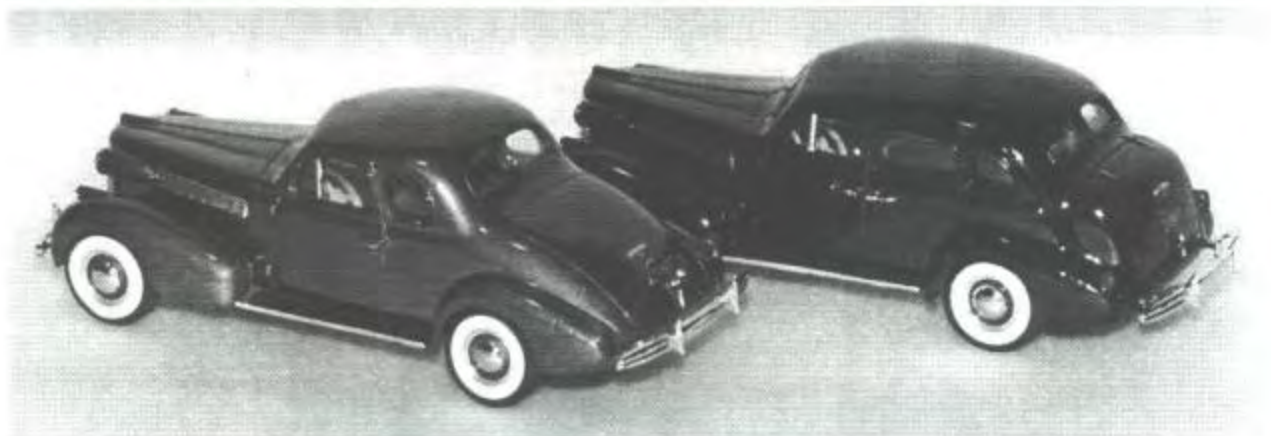
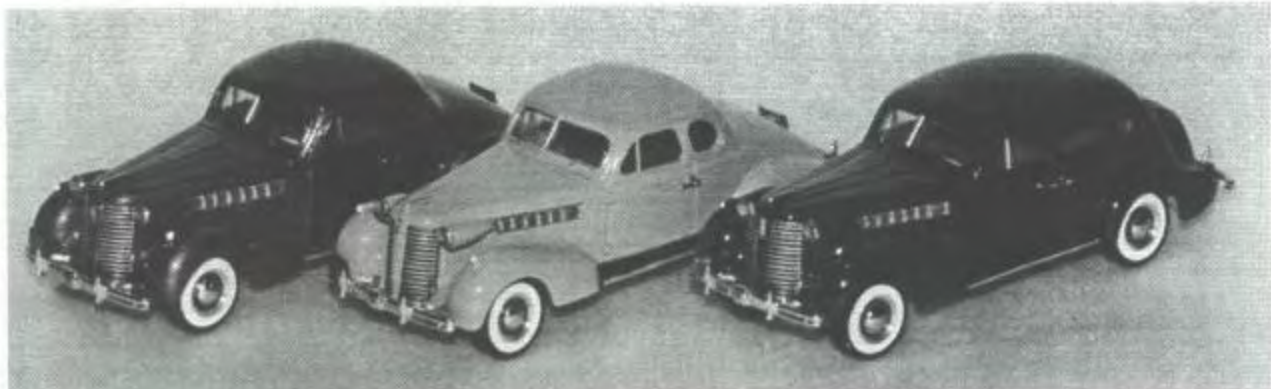
arm shaft to warm the oil. It sure looked strange to see coolant going to the rocker arms instead of oil as on 37/38 and later Buicks (see last photo on page 6). The oil line to the rocker arms enters at the rear of the head on '36 Big Series cars. This system was called an Oil Temperature Compensator. I guess it didn't work too well as it was

correct radiator cap. Well in case you're interested, here's what a NOS 37/38 AC radiator cap looks like. There was a vendor at the BCA Nationals in Richmond who had several for sale.

Here's something I learned recently. 1936 Big Series cars had coolant fed to the rocker







never seen again. Even most '36's Big Series cars I've seen have the hole plugged up and the oil compensator not used.

Ray Paszkiewicz, Jr. sells these 1/43rd scale models of 1938 Buick Specials. If you're interested, see his ad on page 30.

These two 1938 Century coupes are not mod-

els. That's my Windsor (*dark*) Grey coupe on the left and **Thom Schuttish's** (#6) on the right. Thom's car now belongs to **Randy Hosler** (#1443) in Michigan.

Harvey

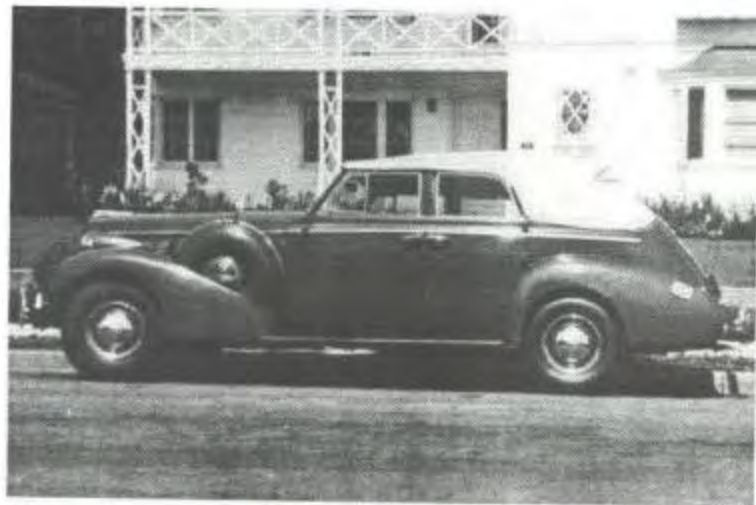
Cover Cars

After twenty one years, **Bill Denney** (#863) in New South Wales, Australia has finished the restoration of Ruby, his maroon 1938 Buick Century Phaeton Model 60C. It has a tan top with cinnamon colored German leather upholstery. Congratulations Bill, it was a struggle but you made it! See Bill's story below.

RUBY HITS THE ROAD!

By Bill Denney (#863)-Australia

Meet Ruby, my 1938 Century Phaeton. This photo was taken in San Mateo, California in 1946 before it was shipped here by its Australian owners.



I purchased the car in 1979 in derelict condition, completely stripped with **nothing** forward of the firewall. However enthusiastic and starry-eyed I was at the time, it became painfully clear that its revival was not for the faint hearted and that deep pockets were not the only requisite for its restoration. Apart from the usual patience needed and the long hours an accepted fact, the major drawback was the lack of replacement parts.

So those of us who have tackled a ground-up restoration and experienced the setbacks will appreciate all the effort looking for parts at swap meets and responding to leads, often without success. And especially when you live so far from the source of most of the parts.

Now most restorers take for granted their projects have a motor and sit on wheels! But not so with this car! It was over four years before I acquired the motor and then it was several thousand miles away in Western Australia! I'd finally given up on finding the wheels in Australia. So I imported them as I did most replacement parts, a very expensive pastime. But at the risk of being ridiculed

for attempting such a challenge, it got to a stage of "death or glory" and I chose the latter.

Luckily I was introduced to a retired panelbeater (body man) who was to later turn this basket-case

into a winner! He hand-made replacement sections for badly deteriorated wheel arches, the cowl, door sills etc. and stitched them all together with oxy welding, the workmanship of which you'd be hard pressed to find today!

With a full engine rebuild, this 320 cubic inch powerhouse is now a pleasure to be experienced. I'd heard of boasts of motors while idling having a coin balanced on the edge to prove how smoothly they ran, little realizing I would witness this procedure on my engine!

Now, finally, after over 20 years, Ruby has been reborn. Its first duty was on ANZAC (Australia-New Zealand) Day, April 25. I helped drive some of the old war veterans to services on the village green in Port Macquarie, New South Wales.

I would like to thank **Torque Tube** Editors Bill Olson and Harry Logan and Owner/Restorers Lou Wildt, Jack Frank and David Bylsma who helped me with this project. I owe them a debt of gratitude for supplying crucial parts and for their patience with my endless questions.



Purchased in 1979, the car was in derelict condition, completely stripped with **nothing** forward of the firewall. However enthusiastic and starry-eyed I was at the time, it became painfully clear that its revival was not for the faint hearted and that deep pockets were not the only requisite for its restoration.



Now, finally, after over 20 years, Ruby has been reborn. Congratulations Bill, your perseverance has paid off.

Dave's Place

By Harry Logan (#651)-Los Altos, CA

Dave Tacheny (#997) in Minnesota is our number one supplier of used 37/38 Buick parts. He has a two page ad in every *TT*. But Dave started out as a Chevy guy. In 1987 he owned a '36 Chevy sedan when he saw a '36 Buick. It was a lot better looking, so he sold the Chevy and bought the Buick. It needed some parts, but he found it easier to buy parts cars instead of just parts for his Buick. He bought several parts cars, kept the parts he needed, and sold the rest. That's how he got into supplying parts and his addiction to Buicks began.

He quit his construction job and now works full time buying and selling antique cars and parts. And we're mighty lucky to have him! He is a friendly, honest, knowledgeable parts supplier and ships all over the world!

His 37/38 story begins in 1992 when he bought his first '37 Buick, a Special Sport Coupe Model 465 that now belongs to **José Pardo** (#558) in Cali, Colombia. His '37 coupe got him interested in 37/38 Buicks, so he joined the Club. Since buying the '37 coupe, Dave has owned over 200 37/38 Buicks!

After our 37/38 Meet last June in Red Wing, Minnesota, I had a chance to visit him and see his collec-

tion of cars. Here's Dave with a '37 Century coupe parked next to the garage of his home.

Inside his garage are two straight eights engines plus two '37 Century sedans. Dave is selling the cream '37 Model 61 sidemounted 4-door sedan for \$10,000 and keeping the rare '37 Model 64 2-door slant back sedan. This was the last year for this model. Dave has six cars under restoration including the 37-64.





Dave stores many parts in drawers at the rear of his garage ready to mail all over the world. I saw many '37 and '38 timing hole covers (*they are different*), heater hose hanger brackets and spark plug wire guides, brake cylinders etc.



(continued from page 11)



Dave has 17, mostly '36 to '39 Buick parts cars. He keeps them on a farm several miles from his home.

Dave has three '37 Century coupes plus four '37 Century sedans. Needless to say, Dave's knowledge of what's correct on 37/38 Buicks is enormous! After owning so many unrestored cars, he probably knows more about how these cars' were originally built than anyone.

My wife Margo and I will never forget the hospitality Dave and his lovely wife Randi showed us. They helped make our first visit to Minnesota a memorable one.



“...he probably knows more about how these cars' were originally built than anyone.”



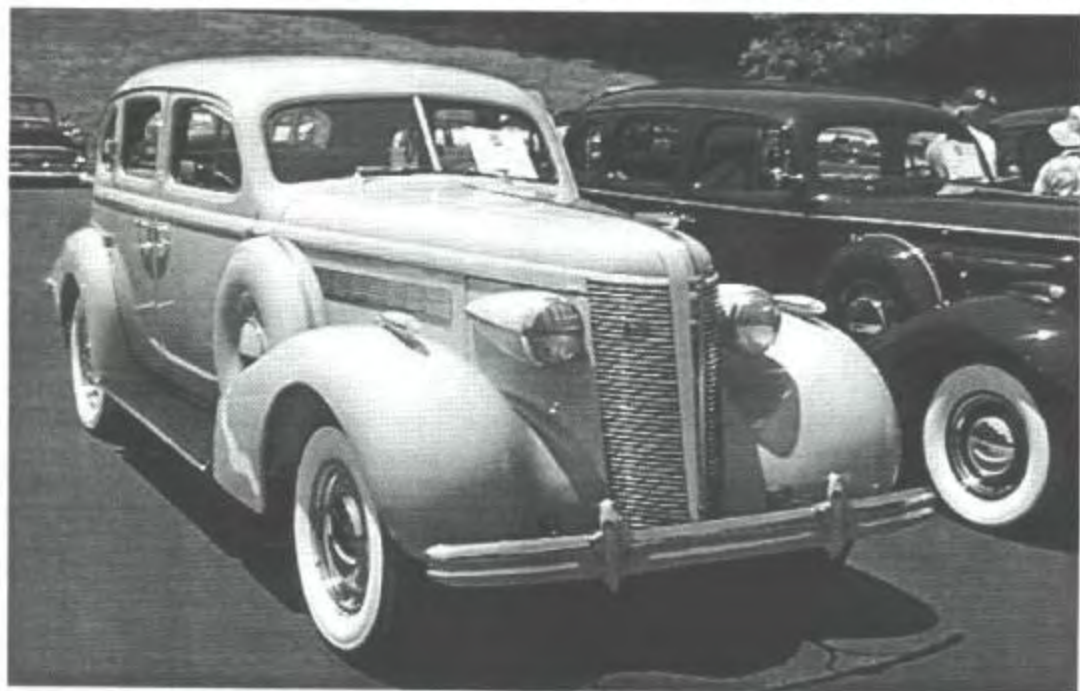
2000 BUICK NATIONAL MEET

RICHMOND, VIRGINIA JULY 4-9, 2000

My wife and I enjoyed the Buick National Meet in Virginia. And we also had a chance to say hello to some of our members. Then afterwards we spent a week touring the state.



Unfortunately the 37/38 turnout was poor. There were no '38's and only four '37's. One was **Lewis Jenkin's** (#1085) original brown Special Sedan Model 41 from North Carolina.



This beautifully restored Samarra Beige '37 Special Sedan belonged to **C.E. Tyson Jr.'s** (#497) and also came from North Carolina.

(continued from page 13)



Vince Pullara Jr. (#1433) brought his black beauty, a '37 Special Convertible Coupe Model 46C. It even had the correct rear window with the vertical division bar. A very difficult item to find! Today, very few '37 convertible coupes have this correct window.



Von and Pat Hardesty (#964) from Virginia brought their '37 Century Convertible Coupe. It recently had a new maroon paint job. Von's car has been maroon since new. It has body number 796 out of a total of 843, so was one of the last 37-66C's produced in the '37 model year. New member **Adolpho Martinez (#1460)** in San Diego, CA is restoring a 37-66C just two body numbers different from Von's!

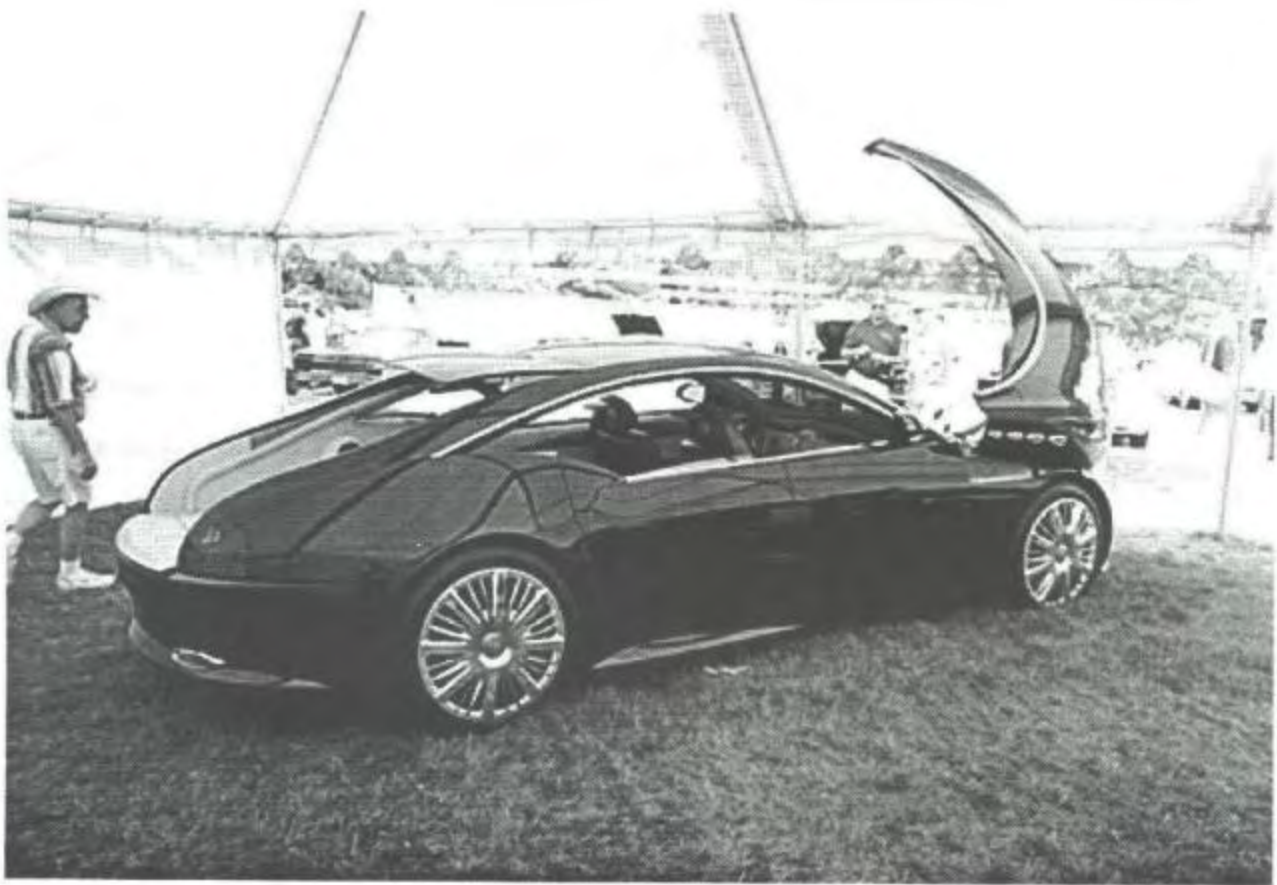


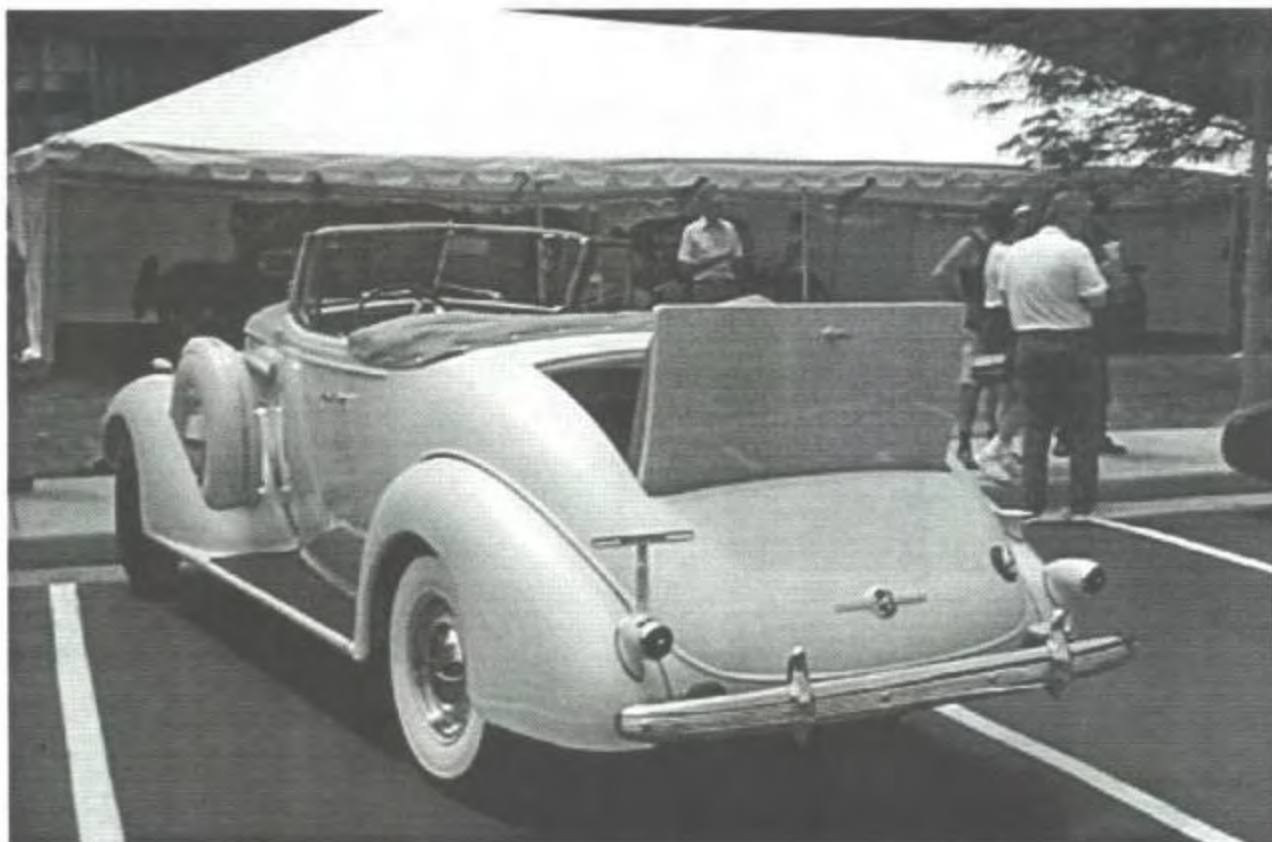
David Bylsma (#117), from Maryland, brought a lot of parts for sale which he setup under this tent. One item he sold was this '38 Big Series engine. The buyer had to quickly go out and rent a trailer to carry the heavy load home.

David was glad to sell the big items so he could get some of his garage space back.



(continued from page 15)





The Buick factory bought this maroon concept car to the meet. It even incorporated some of the items from Buick's past such as the portholes.

The factory also brought some vintage Buicks such as this recently restored cream 1936 Century Convertible Coupe Model 66C. 1936 was the first year of the Century which is probably why Buick purchased it last year from one of our members.

The Saturday evening Awards Dinner featured a speech by Buick's General Manager. He gave an excellent talk illustrated with large screen color images. He spoke about Buick's past and future. It was very interesting and informative.

The **Torque Tube** was well represented at the Buick National Meet. Joining us for the awards dinner was our art director **Dug Waggoner** (#10) and his wife **Sonja** who enjoyed a week of touring the historical sites in Washington D.C. and Virginia.



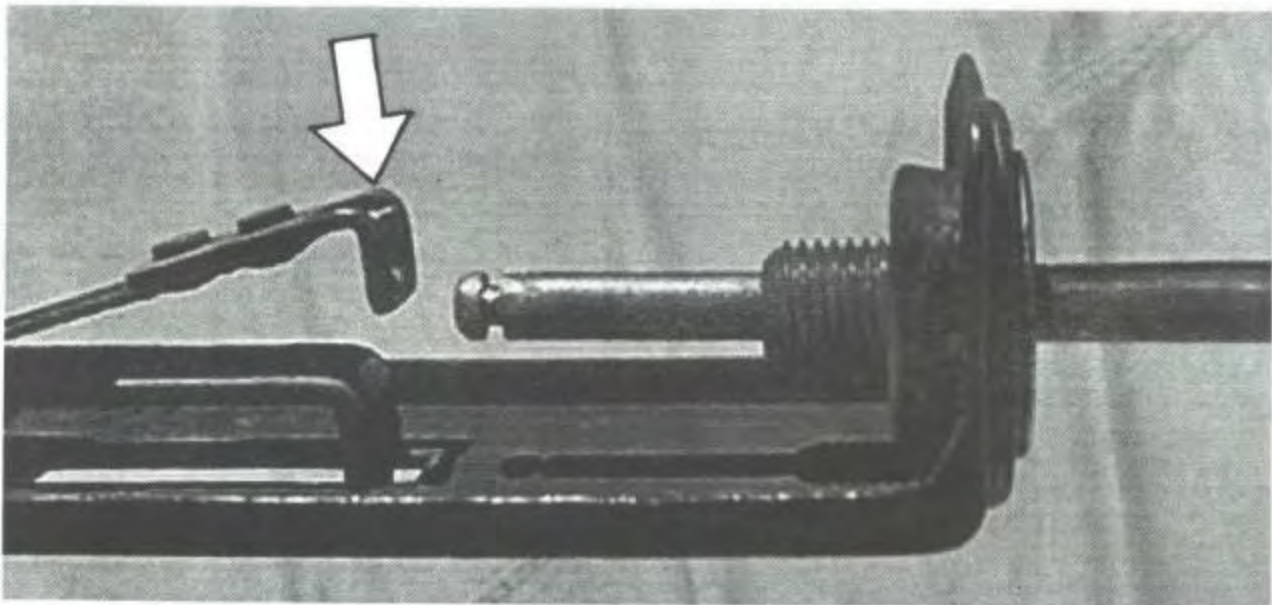
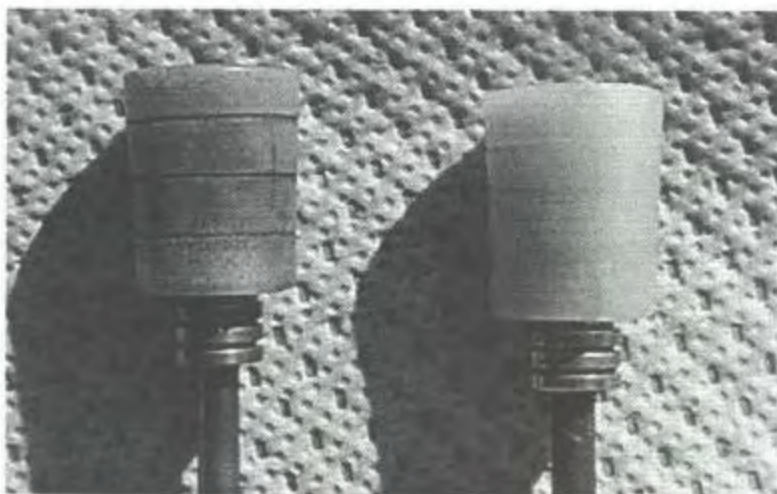
Technical TIPS

CLEANING BUICK PLASTIC

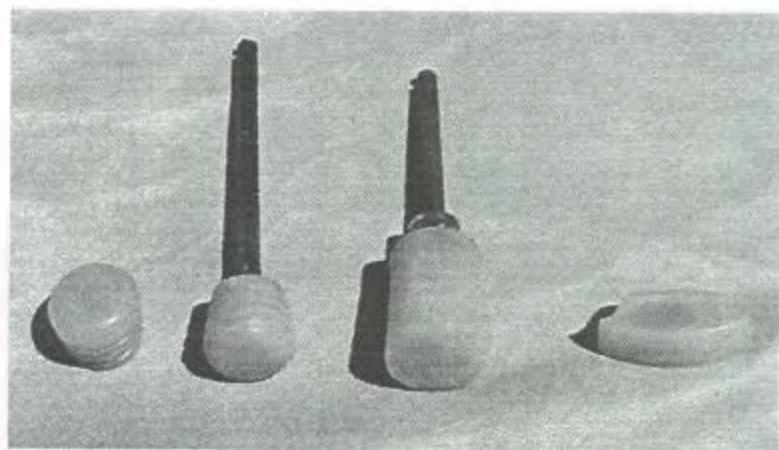
By Craig Allen (#746)-Florida

Here's a typical '37 plastic knob on the left with a clean one on the right. You can clean dirty radio knobs, plastic door trim, gear shift knobs, '38 ash tray pulls and map light covers etc. by placing them in a small container and covering them with Clorox laundry bleach. Allow them to soak overnight or until clean.

You can also clean the light switch knob by removing it and its shaft from the switch. You do this by pressing down on the spring loaded lever that engages the slot at the end of the light switch shaft. Then just pull the knob and shaft out.



The Clorox will remove all the dirt in the grooves and cracks in the plastic, leaving them looking like new. After washing and drying, I rub them with Armor-All.



TIMING HOLE COVERS

By Harry Logan (#651)-Los Altos, CA

Technical TIPS



Many 37/38 Buicks today do not have their original timing hole covers. The '37 timing hole was about an inch (2.5cm) from the edge of the bell housing.



The '38 timing hole was next to the edge of the bell housing. The cover had a 90 degree lip that covered the top while the main part covered the hole.

1938

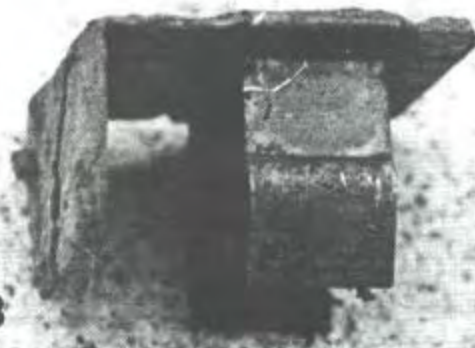


1937



The '38 cover, on the left, has a 90 degree bend at its top. The '37 rectangular cover is shown on the right.

1938



1937



The 90 degree bend can clearly be seen on the left for the '38 cover. Both covers are held on by clips. When I visited **Dave Tacheny**, I noticed he had some '37-'38 covers in case you need one.



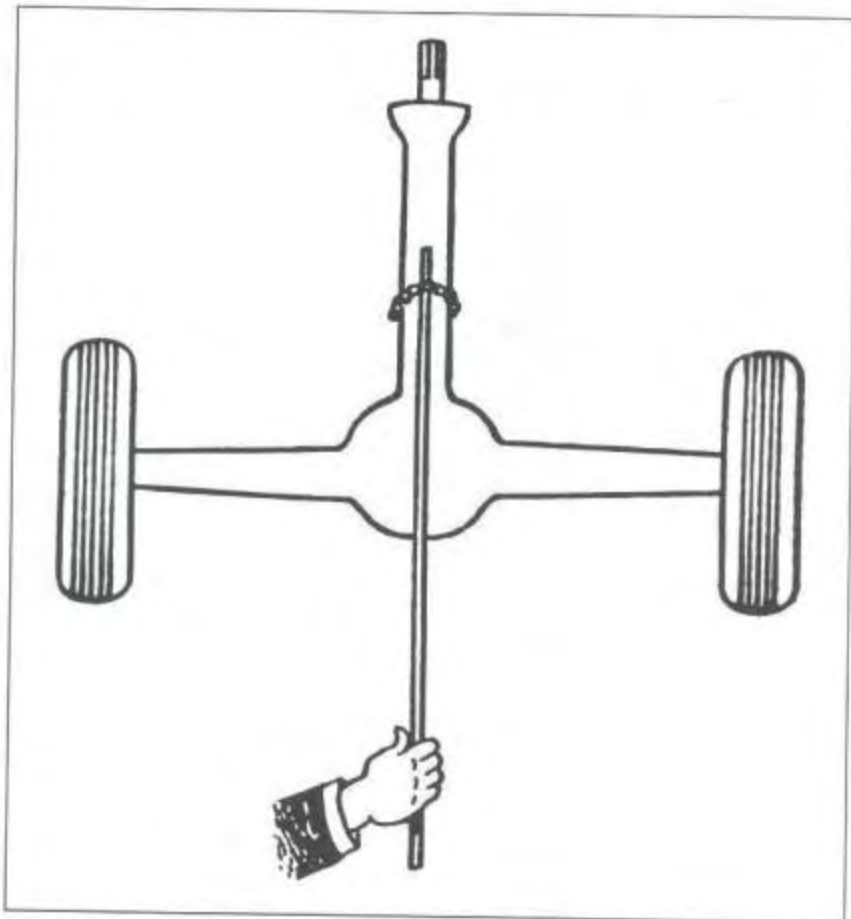
Technical TIPS

INSTALLING THE DRIVE SHAFT

(From a 1940 issue of Motor Age magazine)

It is quite a job for one man to enter the splines of the drive shaft into the rear of the universal joint of a torque tube job because he has to support the weight of the tube and at the same time enter the splines and pull the whole rear axle assembly forward.

If a light chain is looped around the torque tube ahead of the differential, and a 6 or 8 foot bar entered through the loop, using the differential as a fulcrum, a man can stand in the rear of the axle housing and by pressing down on the bar, he can lift the front end of the torque tube and move it up or down, left or right, while the man under the car guides the propeller shaft into the universal joint. Then a forward push on the rear axle housing to roll the assembly ahead, and the shaft will slide home in the universal joint.



Extra! Extra!

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- 1992-1993 Volume XI - Numbers 6
- 1993-1994 Volume XII - Numbers 2 and 6
- 1994-1995 Volume XIII - Number 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Number 5 & 6
- 1997-1998 Volume XVI - Numbers 1 through 6
- 1998-1999 Volume XVII - Numbers 1 through 6

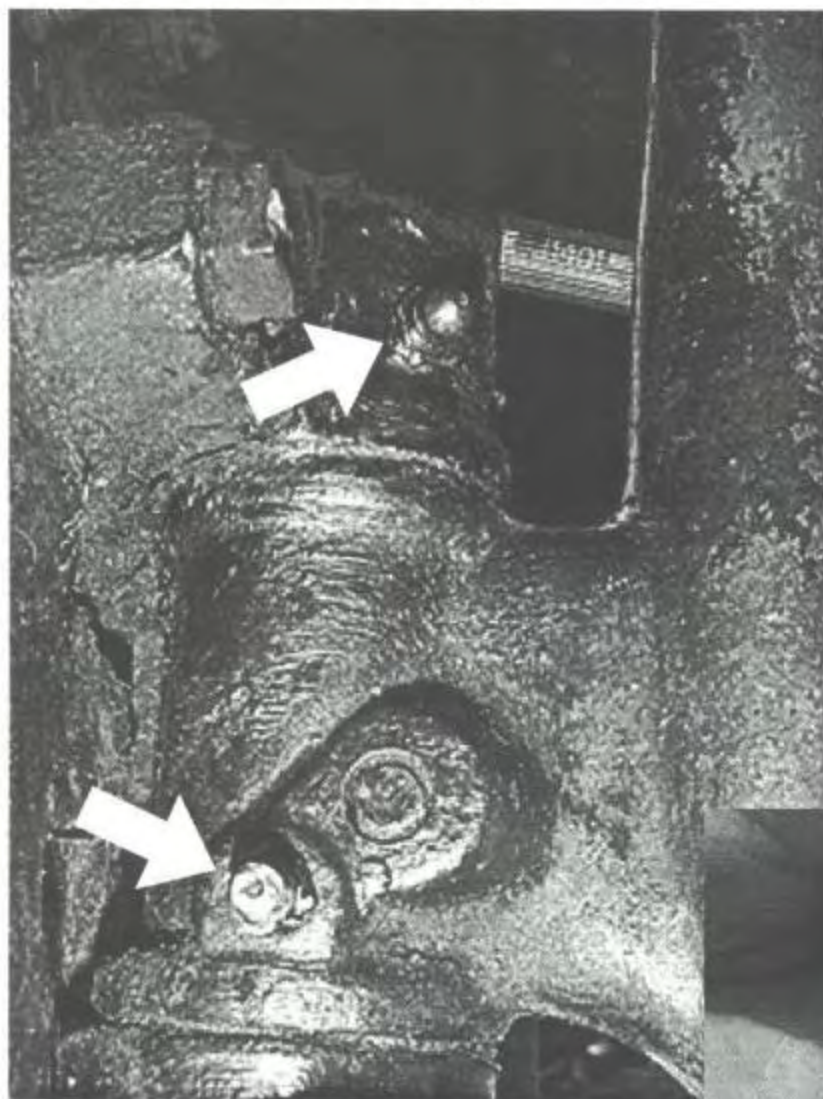
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The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

KING PIN LUBRICATION

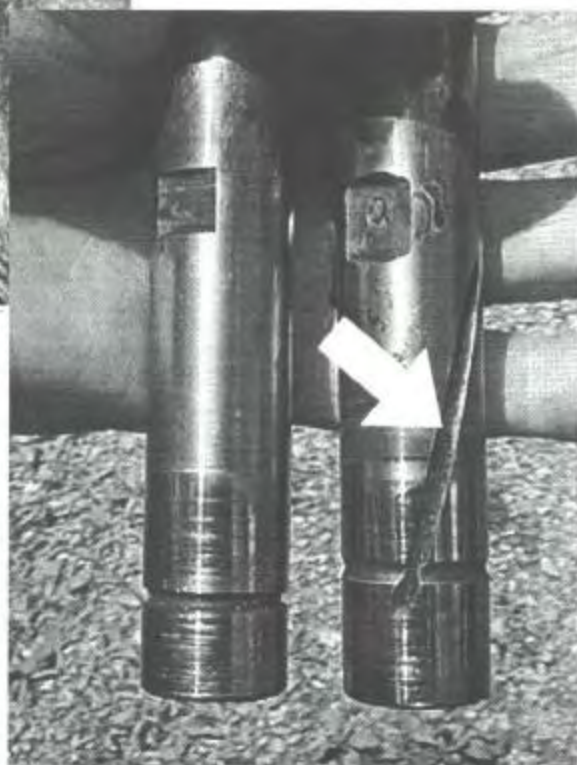
By Karl Anderson (#47)-Virginia

Technical TIPS



There are two lubrication points (Zerk fittings) for each king pin. The upper fitting sends grease to a 360° groove at the top of the king pin. The lower fitting sends grease to the middle of the king pin. From there it travels downward in a long groove to the bottom 360° groove.

Note the original kingpin on the right has the long groove to bring the grease to the bottom circular lube groove but that the reproduction one does not. So nothing will happen when you try to lube the lower king pin grease fitting. The grease will not go in! I had to go to all the trouble of removing the kingpins for a second time in order to machine in the long groove. Don't let this happen to you!





Technical TIPS

By Harry Logan (#651)-Los Altos, CA

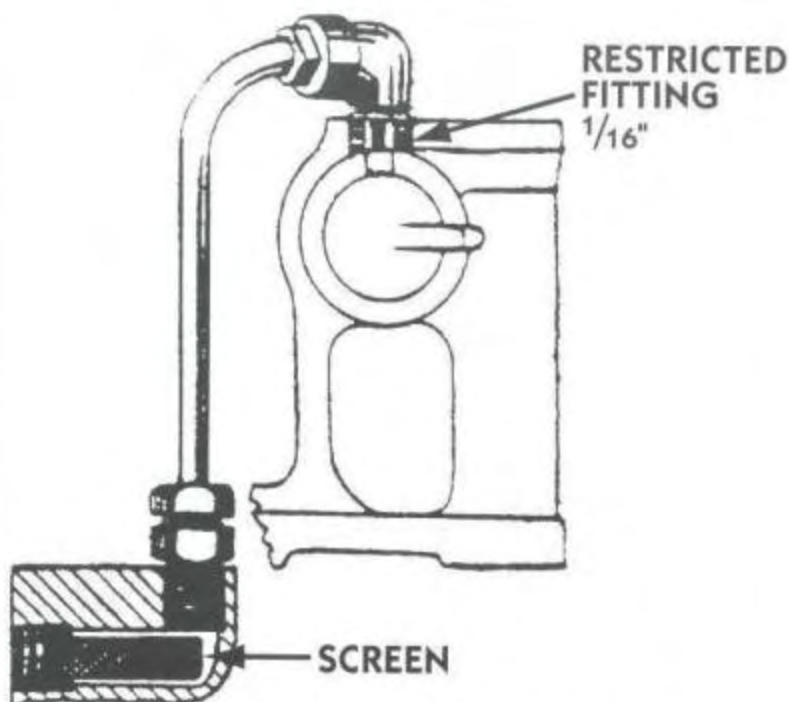
ROCKER ARM OIL FILTER FOR 1937 BUICKS

The last issue had an article about the wire mesh oil filter located in the head of all series 1938 through 1949 straight eights. This oil screen can also be used on '37 Buicks if a 1/16" (1.6mm) restricted fitting is used where the oil line attaches to the rocker arms.

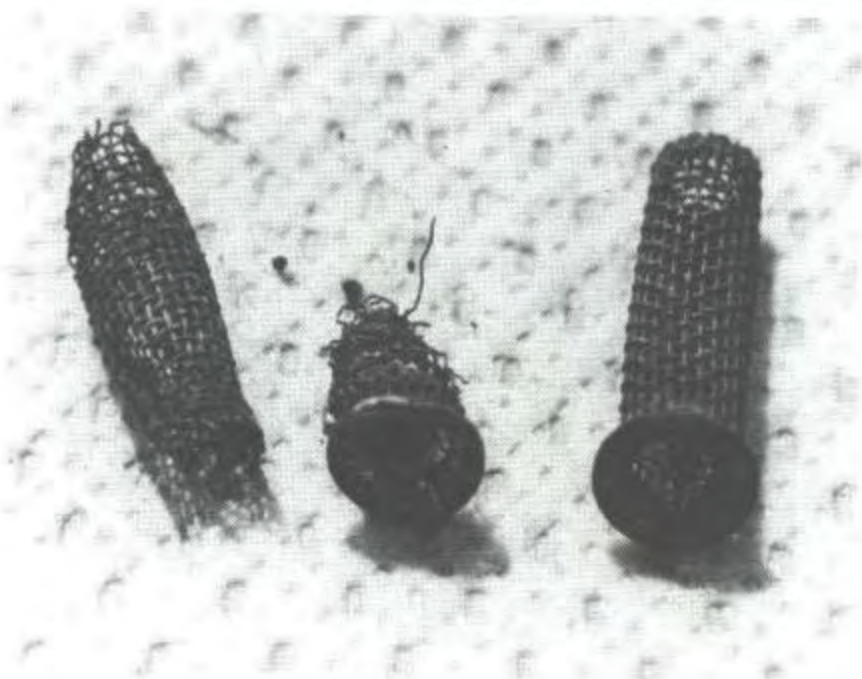
This restriction reduces the pressure at which oil is fed into the rocker arm shaft. Holes in the shaft feed oil to the rocker arm bearings under a light pressure, and surplus oil is carried through oil holes at the rear of the rocker arms to the push rods.

To obtain access to this screen, disconnect the line, and remove the fitting. The screen can best be removed using a wood screw inserted far enough to act as a puller.

The two screens on the left were all that were left of the original ones in my '38 Buicks. The screen on the right is NOS.



(Can be used on 1937 cars if restricted and open fittings are installed as on 1938)



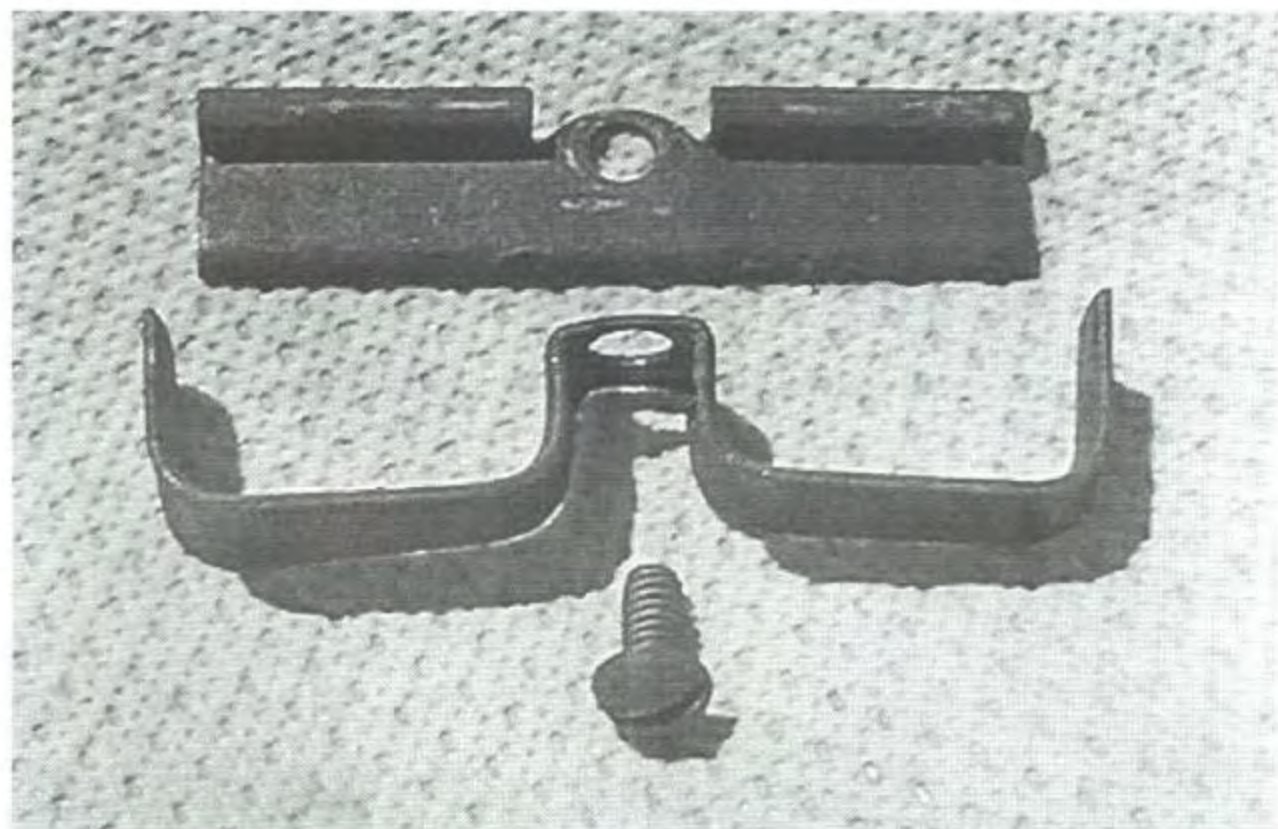
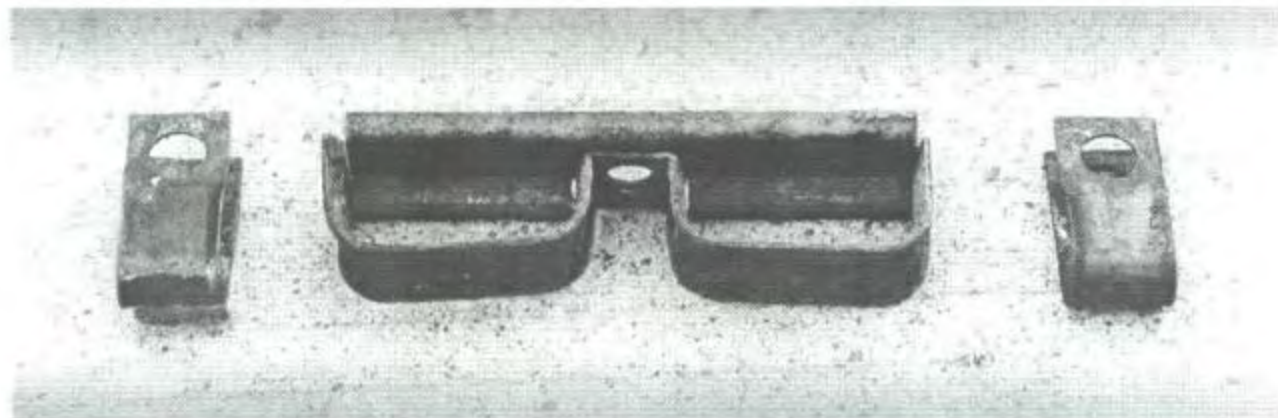
SPARK PLUG WIRE GUIDES

Technical TIPS



By Harry Logan (#651)-Los Altos, CA

Our Buicks left the factory with these three spark plug wire guides. The two end guides are attached to the two spark plug cover hold-down bolts. The right guide is for the wires going to cylinders 1 and 2. The left guide for wires going to cylinders 7 and 8. In the center guide, below, wires for the first four cylinders go through the right loop while the wires for the last four cylinders go through the left loop.



A screw holds the two piece center guide to the cylinder head. The original set of guides I have are painted flat black. Dave Tacheny has some of these for sale. Or you could probably make them. If your car's head does not have a threaded hole for this screw, you have a 1941 or newer head.

WELCOME *New Members*

John Sauers (#386)*
620 Wright Loop
Williamstown, NJ 08094

John Kilbane (#1513)
5818 Bunker Rd
No. Royalton, OH 44133

Steven Brodbeck (#1514)
7380 Lithopolis Rd. NW
Carroll, Ohio 43112

David Harris (#1515)
470 Rice Creek Blvd., N.E.
Fridley, MN 55432
38-47

John Sobers (#1516)
11013 CR 250
Durango, CO 81301
38-40C

Ron Handy (#1517)
16 Locust Ave.
New Windsor, NY 12553
37-46

Leon Livingston (#1518)
1310 Snyder Cor. Rd.
Red Lion, PA 17356
38-46

F. Robert Suchyta (#1519)
27015 W. Warren Ave.
Dearborn Heights, MI 48127

Robert Rodriguez (#1520)
1885 Essex Dr.
Sun Prairie, WI 53590
37-41

Bernard Mintz (#1521)
2893 Blazing Star Dr.
Thousand Oaks, CA 91362

Jim Wolfe (#1522)
4546 Kirkwood Dr. S.W.
Roanoke, VA 24018
37-61

Jim Graham (#1523)
9717 The Corral Drive
Potomac, MD 20854

Glenn Hildeman (#1524)
1603 Quiet Hills Dr.
Oceanside, CA 92056
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Gary McCrea (#1525)
Box 9
Benito, Manitoba
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Eddy Dunn (#1526)
11890 Ginger Creek Dr.
Boise, ID 83713
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Al Liwush (#1527)
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Ontario, NY 14519
37-46S

Matthew Doherty (#1528)
79972 Agnew Rd.
Hermiston, OR 97838
38-41

**Former member renewing*

Parts **FOR SALE**

• 1937 & 1938 PARTS

1937-40 Second and third speed sliding sleeve.....	\$25
1937-1938 all, transmission main drive bearing.....	\$15
1937-1938 40-60 Outside door handle, non-locking, used (marked H30087 or H322553)	\$10 each
1937-1938 40-60 Outside door handle, non-locking, used (marked H17712 or H33912 or H30075)	\$10 each
1937 40-60 Locking door handle, less lock, 1st type with offset shank, #4074570, marked T19500.....	\$35 each
1938 40-60 locking door handle, less lock, #4089306, marked T19541.....	\$35
1938 right taillamp door, used.....	\$10
1038-40 after engine #4-3445305 rocker arm assembly, used..	\$35
1937-1938 all, generator armature.....	\$30

All parts are NOS except where noted. Add 15% for postage.

Bob Graves (#1136)
56 Dartmouth St.
Lynn, MA 01904
Phone (eves): (781) 593-9534

More Parts FOR SALE

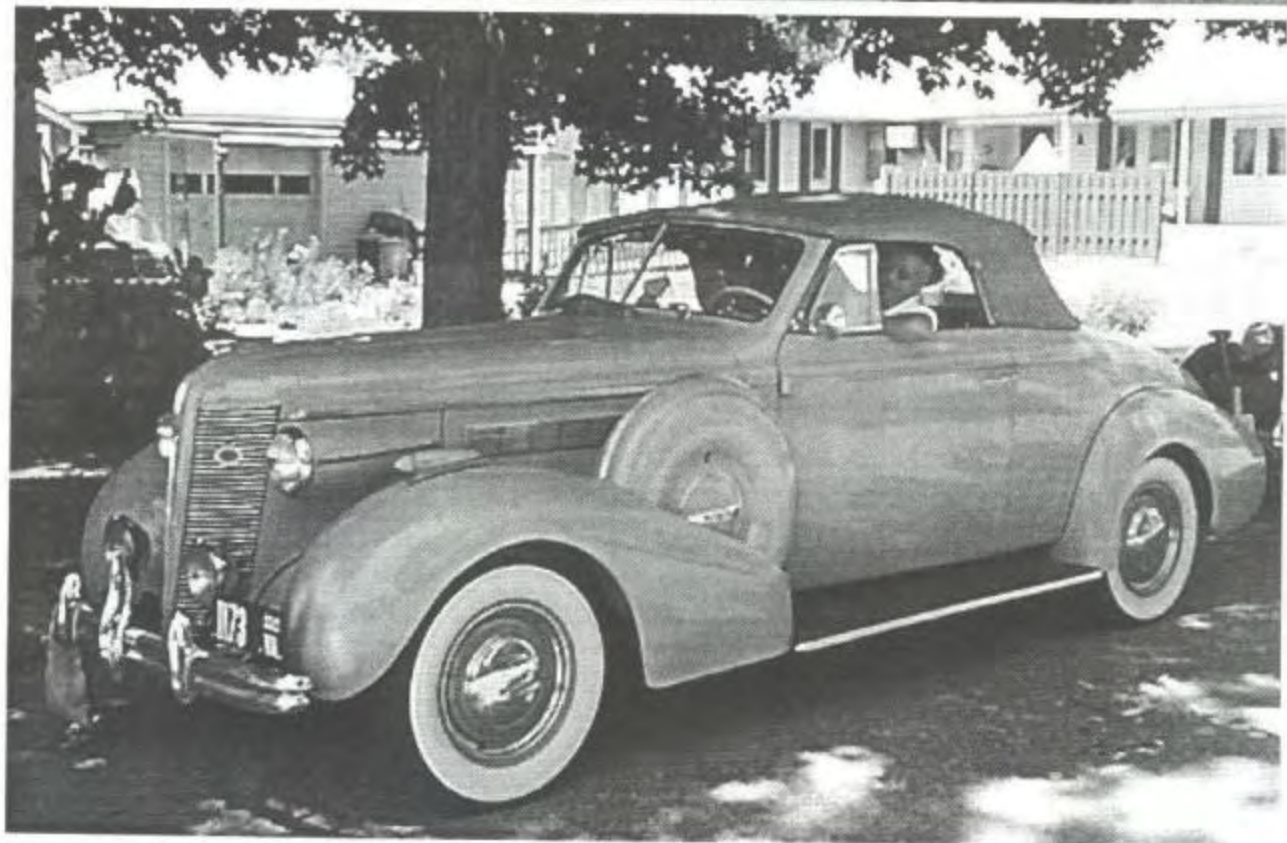
Parting 1937 and 1938 Buicks. The following is just a portion of what's available. Call with your needs.

• 1937 PARTS

Headlights, complete.....	\$300 pair
Parts radio.....	\$25
Coupe or Convertible coupe front seat.....	\$200
Roadmaster rear bumper gravel deflector.....	\$65
Coupe and Convertible coupe left taillight, complete.....	\$200
Coupe trunk lid.....	\$350
40/60 Series rear brake cables, good condition.....	\$40 pair
Master and deluxe heaters.....	\$75 each
Century brake & clutch pedal assembly.....	\$35
Century radiator.....	\$75
Special radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
Small series throttle linkage.....	\$25
Big Series rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
Special transmission.....	\$100
Special splash pans.....	\$40 pair
Century hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$40 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick creast badge for hood trim strip.....	\$50
Gas pedal.....	\$15
Small and large series generators.....	\$75

• 1938 PARTS

Horn button, rechromed.....	\$35
NOS left taillight housing and base, no lens.....	\$50
Century motor, complete long block.....	\$500
Century hood tops and side panels.....	\$50 each
Fender lights.....	\$100 pair



• 1937 & 1938 PARTS

'37 working radio.....	\$275.00
'37 steering wheel core.....	\$40.00
'37 & '38 Big Series fuel pump.....	\$50.00
'37 & '38 Big Series fuel pump kit ..	\$ 25.00
'37 & '38 4 post voltage regulator.....	\$80.00
'38 Big Series generator.....	\$50.00
'38 Big Series starter minus solenoid.....	\$35.00

Shipping extra

George Peska (#68)

Chicago, IL

Phone: (630) 964-1613

E-mail: Nailhead8@aol.com

• BIG SERIES ENGINE FOR SALE:

Buick straight 8 engine and transmission. Believed to be a '52 or '53 Big Series engine. Engine complete with generator, starter, distributor, carburetor etc. It was removed from a car being made into a street rod. They are in my way, but don't want see them scrapped. Would really like to see them go to a good home.....\$75

Tom Miller

Boonville, CA

Phone: (707) 895-3405

E-mail: tom@pacific.net

Parts WANTED

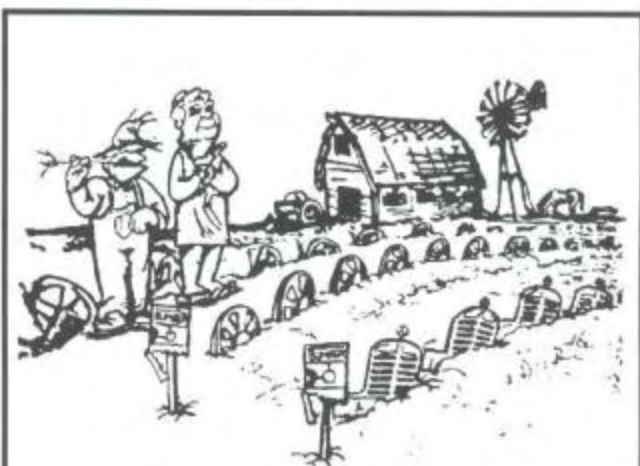
1937 Special or Century gas tank. Minor holes acceptable.
Reproduction rubber front floor mat, new or used.

Ted Taylor (#792)

5901 Canterbury #3

Culver City, CA 90230

(310) 641-6566



"Too bad. I really thought
we'd have a bumper crop this time."

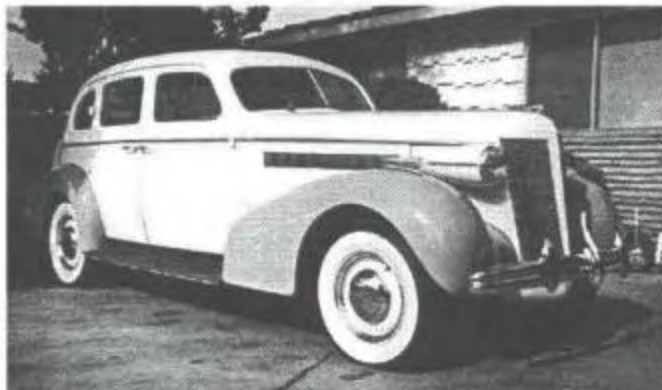
Cars FOR SALE

• **FOR SALE - 1937 SPECIAL:**

1937 Special 4-Door
Trunk-Back Sedan Model 41
Cream colored body with cocoa fenders.
New interior in same color combinations.
Original engine.
New tires and chrome.
Registered yearly since 1968.
I've been driving it since 1968 on and off
the freeways.
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It has been sitting for a couple of years
now. Moving, must sell.

**Wanted \$10,000.
now take B.O.**

Judy and Jack Andrade
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Concord, CA 94521
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FAX (925) 798-4566
E-mail: judy-jack@juno.com



• **FOR SALE - 1937 CENTURY 60C:**

1937 Century 4-Door Convertible Sedan
Model 60C.
Body-off restoration some years ago.
A beautiful maroon car. 410 made, 11
exported. Has vinyl interior.
Some minor paint chips.
\$32,500. obo.

Bob Ankenney (#1116)
Box 208
La Mirada, CA 90637
Phone: (714) 449 0114

• **FOR SALE - 1937 LIMITED:**

1937 Limited 90 Series, 7 passenger Touring
Sedan with sidemounts, no divider window.
Grey paint, grey interior. Runs "well." This
car was seen in Petaluma, CA at a Consign-
ment Sales business, about 40 miles north of
San Francisco. The car looks to be all there
and all original with over 100k miles. Some
extra parts come with the car. It would be a
fun driver if all the mechanicals were brought
up to like new condition. It needs a lot of
cosmetic work inside and out to be show
worthy. The owner of the business, listed
below, said it was a daily driver for 22 years
in San Francisco and until recently was a one
owner car. Asking
\$14,500.

Showcase of Motorcars
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More Cars **FOR SALE**



• **FOR SALE - 1937 LIMITED:**

4-door trunk back sedan with dual side-mounts. Model 90L. Production was 740. This is one of three in the Club. Divider window, two jump seats, speaker phone. Motor rebuilt by Dave Lewis. Also front end, brakes by White Post Restoration. Dash redone correctly. Odometer shows 6,800 miles. Excellent riding car.
\$26,000.

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6936 W. George St.
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• **FOR SALE - 1937 CENTURY:**

Trunk-Back 4-Door Sedan Model 61. "Original." Runs great, new white wall tires. Nice original interior. Original spare tire, manuals, California plates, amber fog lights, and car cover. Dependable, owned 14 years.

\$7,500.

Steve Nathanson (#656)
Walnut Creek, CA
Phone (925) 947-6711
E-mail: my37buick@aol.com

• **FOR SALE - 1937 SPECIAL:**

1937 Special Coupe Body, doors, deck lid, rear fenders on rolling frame, 99% rust free.
\$2,000.

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
(612) 427-3460

• **FOR SALE - 1938 SPECIAL:**

1938 Special Model 41 4-Door Trunk Back Sedan. Cosmetic restoration and engine rebuild 15 years ago. Runs great and overall good condition. New white walls, seats upholstered, new floor mat. Nothing missing.

\$7,500.

OBO or trade up/down for small sports car or motorcycle.

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Hudson, WI 54016
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(715) 684-6302-days

Cars **WANTED**

WANTED - 1937 ROADMASTER:

1937 Roadmaster 4-Door Trunk-Back Sedan Model 81 with side-mounts. Must be low mileage original or low mileage recent restoration in number 2 or better condition.

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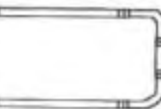
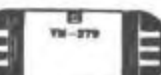
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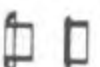
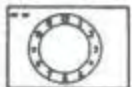
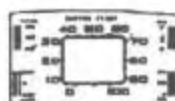
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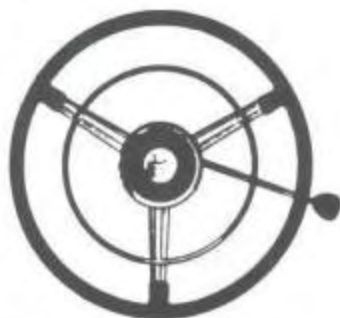
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